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WHOLE NUMBER 1230

Probable Commander of American Fighting Unit



A new American fighting unit composed of two army corps, approximately 200,000 men, who have had long training in France, has just been formed, and it has been unofficially stated that Maj. Gen. Hunter Liggett would be its commander.

FOE'S PLAN DEFEATED

Enlistments in the Navy Swelled by Pirate Visit

German Attempt at Frightfulness Only Increases the Determination to Crush Prussianism.

Washington, June 5.—Attempts of Germany to carry her submarine warfare to America through the depredations of undersea craft upon coastwise shipping off the New Jersey shore and thereby check the increasing flow of troops to France and put fear into the hearts of the American people will be retroactive.

The other purpose of the German raiding party, it was believed by officials, was to sink transports soon after the troop ships left their home ports, the activity of British and American destroyers having made hunting in the old grounds on the other side of the Atlantic too dangerous to be profitable. Thus it was considered the German plan had primarily resulted in defeat.

As to the number of U-boats taking part in the raid on American coastwise shipping, officials here were undetermined, but were inclined to the view that all the vessels were sunk by one submarine. Only in one instance had it been reported that more than one submarine was seen, and in that case only the periscope of the second boat was said to have been visible.

On the other hand, naval officials in Norfolk, Va., were inclined to believe that from two to five undersea craft were engaged. All reports tended to show that the craft which sank each of the vessels was of unusually large tonnage.

Officials continued to consider the advisability of arming all coastwise shipping in preparation for raiding operations along the coast. The precaution, it is understood, has been under consideration for some time in view of threats by Germany to carry the war to America.

Some officials were inclined to the view that guns should be placed aboard all coastwise craft as soon as possible.

HUNS TO SPARE DUTCH SHIPS

Two to Sail for America Under Agreement for Return of Grain Vessels.

The Hague, June 5.—The German authorities, after long delay, have granted safe-conducts for the steamers Zijdijk and Hector. They therefore will sail for the United States next Tuesday under an arrangement by which the United States will permit vessels now in its ports to sail for Holland with grain and flour on the condition that ships of similar tonnage proceed simultaneously to the United States.

"Y" TO ASK \$100,000,000

Heavy Losses Caused by German Drive in France Makes Subscription Imperative.

New York, June 5.—Losses incidental to the German push on the western front have made it imperative that more than \$100,000,000 be subscribed during the coming campaign for funds with which to maintain Y. M. C. A. war service activities at home and overseas, the annual meeting of the association's war council was told here by Dr. John R. Mott, general secretary, who returned recently from France.

YANKS THROWN INTO BIG FIGHT STOP HUN DRIVE

Halt German Smash in a Brilliant Charge at Battle on the Marne.

FOE CRUSHED AT TWO POINTS

Americans Aid French in Throwing Hindenburg's Troops Back Across the Famous River—Great Offensive Against Paris Is Brought to Standstill.

Nice, June 5.—The first batch of wounded Americans, who have been amalgamated with the French forces, has arrived here.

Paris, June 5.—American troops thrown into battle on the western side of the Champagne salient have stopped the German advance near Neuilly wood, and in a dashing counterattack have thrown back the Germans, the war office announced.

On the Marne front German troops which had forced a passage of the river were driven back again by French and American troops.

The battle continued with the greatest violence between the Aisne and the Ourcq. The Germans captured Perant. Farther south the French lost a little ground.

Between the Oise and the Aisne the Germans last night were prevented from making any progress, says the official announcement.

The Germans have made a further advance in the Ourcq valley, capturing the town of Sully-la-Poterie.

Hun Drive Stopped.

Paris, June 5.—The French have stopped the German drive toward Paris, it now may safely be said. As was forecast when the offensive began, it lasted just eight days. The enemy's movement is now splitting up into a series of isolated attacks.

The French have the advantage of terrain.

The region of Ourcq, where the enemy is making his greatest effort, forms roughly an arena into which he is marching. On the northern side of the arena the dominating physical feature is the forest of Villers-Cotteret and on the south are hills ranging toward the Marne round Cocherel. Both of these hill positions are held by the French.

On the west the enemy is confronted by the obstacles formed by the rivers Ourcq and Savieres, so that he is held in on three sides.

French Official Report.

"The battle was resumed with great intensity during last night and the course of today. The Germans, bringing up fresh troops, attacked between the Oise and the Ourcq with redoubled violence," said the French official statement last night.

"To the north of the Aisne the enemy attacks were concentrated on Mont Chaisy, which for the fifth time was recaptured by our troops. All of the other enemy attempts between the Oise and the Aisne, notably north of Moulin-Sous-Touvent and Vingre, failed.

"Between the Aisne and the Ourcq the Germans made desperate efforts to penetrate the forest of Villers-Cotteret from the north and east. Our troops heroically sustained the shocks of the enemy attacks on this front and broke their advance, inflicting upon them sanguinary losses.

"To the west of Solissons the Germans have been stopped. To the east of Pexmy and farther south on the general line of Saconin-Missy to the Vaucastille wood and the eastern outskirts of the forest of Ritz and the village of Troesnes, vigorous counterattacks have won back for us Faverolles, which had been occupied momentarily by the enemy. Between the Ourcq and the Marne the situation is unchanged.

"In the region to the south of Villers-Tardenois the Franco-British troops have maintained all their gains to the north of Champlatt.

Aviators Active.

"Our aviators continue to be very active. During the days of the 1st and 2d of June they made journeys of reconnaissance, observations and chase. Twenty-nine German airplanes were brought down, twenty-four were compelled to land out of control and four captive balloons were shot down.

"Our bombing squadron have increased their activity over the entire battle front. One hundred and thirty tons of explosives have been dropped on convoys, assembling centers and bivouacs occupied by the enemy, notably in the region of Croucy, Solissons, Villerzy, Villers-Helon, Neuilly-St. front and LaFere-en-Tardenois. On the first and second instant four other German machines were destroyed by

Somewhere in the U. S. A.



"U" BASE IN MEXICO?

U. S. Officials Are Divided as to Truth of Report.

Secretary Daniels Says Navy Is Taking Necessary Steps to Safeguard Shipping.

Washington, June 5.—Opinion in Washington was sharply divided as to whether Germany has established a submarine base in Mexico, or elsewhere on the coasts of the Americas, or is operating her raiding submarines from German bases.

Naval officials insisted there is no evidence whatever substantiating the claim that there are German submarine bases in Mexico, Nicaragua, or West Indian waters. The state department shares this view.

Shipping board officials, however, insisted there is at least strong suspicion of bases in Mexico.

A submarine base in Mexico would not avail Germany for operations in the upper Atlantic, naval officials contended. They pointed to the fact that it is 2,000 miles from the Jersey coast to the nearest base in Germany or Belgium.

Assistant Secretary of the Navy Roosevelt insisted there is no evidence to substantiate the report of German submarine bases on this side of the Atlantic.

There is a widespread belief in the navy department that the return of the German overseas submarines accounts for the loss of the naval collier Cyclops, "sunk without a trace" after leaving Barbados.

our anti-aircraft guns.

Heavy Fighting on Aisne.

London, June 5.—The line north and south of Ourcq, east of the forest of Villers-Cotteret, was the scene of the heaviest fighting Monday on the Aisne front, says the Reuter correspondent with French headquarters in France. German gains were counterbalanced by French gains and the situation is more hopeful.

"The fighting has been hardest along the eastern edge of the forest of Villers-Cotteret and southward between the Ourcq and Marne valleys," says the correspondent. "The Germans attacked in the morning with two divisions, one of which, the Twenty-eighth, was entirely fresh. The fighting was terribly bitter, centering around the villages of Longpont, Corcy, Faverolles and Troesnes. Before Longpont the Germans failed. Corcy was taken by the Germans and retaken by the French.

"Faverolles was the scene of a desperate German assault which ultimately was successful, but Troesnes and Corcy, despite repeated attacks, remained in the hands of the French. Our counterattacks kept the Germans constantly in check and enabled the line of villages in front of the forest to be maintained. The Twenty-eighth German division has relieved the First guards division, which suffered heavily in the opening days of the battle.

"The only change in the battle line east of Chateau Thierry is the drawing in of the German line around Reims. This line, beginning at St. Leonard, on the Aisne-Marne canal, tapers on the northwest and runs southeast of the city, passes through musketry range on a hill immediately east of Reims. Thence it goes through Betheny to the north and Troisfontaines southward between the suburb of St. Brice and the city itself to La Haulte.

"None of these places, except St. Leonard, is more than a mile away from the city. The Germans now have an armed circle almost three-fourths of the way around the city."

Fliers Die in Collision.

Paris.—Three French aviators named Gaillaux, Hutin and Flamand were killed at the Ambargieu airfield when two airplanes collided just as they were about to land.

RAILROAD ROBBERIES WILL BE PROSECUTED

CAMPAIN BEING WAGED OVER COUNTRY, PARTICULARLY AT BIG SWITCHING CENTERS.

Thefts From Cars Covering Many Years Is Announced By Railroad Administration Following Indictment of 89 Persons at Toledo.

Washington.—Indictment by a Federal Grand Jury at Toledo, Ohio, of 89 persons, including James J. Corbett, a yardmaster under the Railroad Administration, and many other railroad employees, in connection with systematic car robberies extending over a period of years, was announced by the Railroad Administration's new section for the protection of railroad property. The round-up is part of a vigorous campaign being waged over the country and particularly at the larger switching centers, to put an end to car thefts.

Thefts from cars on the railroads and ships has resulted in the murder of many railroad watchmen. Besides those at Toledo, arrests also have been made at Chicago, St. Louis, Pittsburg, Detroit, Jersey City and other places.

The situation at Toledo was described as having been particularly bad for a long time. Corbett, who before the railroads were taken over by the Government was yardmaster for a road under private management, was arrested. He confessed, according to the Administration announcement, that he was the leader of the gang of car employees there, including switchmen and train crews, who are charged with making off with property. His revelations were said to have extended not only to detailed accounts of the robberies themselves, but also to the disposition of the stolen goods and the names of the persons receiving the property. His story was investigated and the 89 indictments resulted. Corbett has pleaded guilty, but has not been sentenced. Many others of the accused persons were arraigned at Toledo. The railroad protection section plans vigorously to prosecute the cases and has asked for penitentiary sentences as a warning to others.

Austrians Mass Men for New Drive.

Washington.—Dispatches from Rome said it was believed the expected Austrian offensive would start within a few days. The Austrians, it was said, are bringing up about 60 of their best divisions and are massing cavalry on the Lower Piave.

STEPSON OF RIBOT KILLED

Major de Mongeot, Whose Mother Was Chicagoan, Dies in Action in France.

Paris, June 5.—Marcel de Mongeot, major in the French army, was killed in action near Soissons on May 27. He was a son of Mme. Alexandre Ribot and a stepson of the ex-premier, Mme. Ribot was formerly Miss Mary Burch of Chicago.

146 KILLED AT COLOGNE

German City Thrown Into Panic by Allies' Recent Air Raid, Washington Learns.

Washington, June 5.—A recent air raid by the allies on Cologne caused the death of 146 persons, the state department was informed today. About 150 were injured. The people of Cologne, the department's reports said, were thrown into a state of "the most absolute panic."

British Penny Postage Ceases.

London, June 5.—Penny postage ceased in Great Britain after a life of seventy years. From today ordinary letter postage will be three half pence.

GREAT WHITE WAY IS DARKENED BY ORDER OF POLICE

Display of Lights Is Forbidden in New York; Many Survivors Arrive.

CAROLINA LIFEBOAT SHELLED

Little Rescue Craft From Liner Attacked by U-Boat Is Picked Up Empty at Sea, Riddled With Bullets.

New York, June 5.—A wireless message from Captain Barbour of the Carolina says:

"I am aboard the schooner Etta B. Douglas of Barnegat light. I have 150 passengers and 94 members of the crew with me.

"The Carolina was sunk Sunday night by a German submarine. Send a tug immediately to tow the vessel. Tell the tug captain to look out for the schooner. All were saved except a lifeboat and a motor launch with 80 passengers, which became separated from the other boats."

New York, June 5.—The police department issued an order forbidding display lights at night.

An Atlantic Port, June 5.—Two steamers carrying passengers believed to be survivors of submarine attacks put into port here.

300 Survivors Land.

An Atlantic Port, June 5.—Three hundred of the survivors of the steamer Carolina were picked up by the schooner Etta B. Douglas, which anchored off this port.

The City of Columbus of the Savannah line arrived at an Atlantic port, bringing safely her passengers and crew, numbering 117, who had been listed as missing. Also at Atlantic ports arrived the steamship Gremlin, with the missing crew of the sunken schooner Jacob M. Haskell; the schooner Etta B. Douglas, which picked up 300 survivors of the Carolina.

The coming to harbor of all these vessels left unaccounted for, in addition to the Carolina's missing, only the crew, exact number unknown here, of the schooner Samuel W. Hathaway of Boston.

While the country has been startled by the appearance of the enemy raider on this side of the Atlantic, the fact stood out that although it has been in American waters ten days its success from a military point of view has been negligible. No transport or ship bound with war supplies for Europe has been sunk. The total American tonnage known to have been destroyed amounts to something over 20,000 tons gross, all coastwise ships, seven of them sailing vessels.

Carolina Lifeboats Shelled.

Evidence that the German submarine that attacked the Carolina shelled its lifeboats was brought here by a British steamer from West Indian ports.

The British ship reported that it had picked up off Cape May an empty motor lifeboat belonging to the Carolina, damaged by shell fire.

The hull of the motorboat had been pierced by the fire of the U-boat's guns. One of only three cars found in the boat had been splintered in a way that indicated the use of a machine gun.

There was found in the boat a man's cap and a number of biscuit tins.

Another boat from the Carolina, containing 19 survivors, including two women, has landed at Lewes, Del. This message was received by the New York and Porto Rico line from the coast guard service. All but one of the 19 survivors were passengers, the message indicated. The member of the crew was an engineer.

Tanker Arrives After Fight.

News reached here that an American tanker damaged as a result of a fight with a German submarine off the American coast had arrived at an Atlantic port. Naval tugs picked up the crippled vessel at sea and towed her in. Details were withheld for the time.

The tanker's hull was punctured and she had shipped a considerable quantity of water.

The steamship Dorchester of the Merchants and Miners' Transportation company has arrived safely at an Atlantic port, according to word received here. Her arrival relieved the anxiety which had been felt concerning her.

Ten Ships Toll of "U" Boats.

The long-expected visit of German armed submarines to American waters has resulted in the destruction of at least ten vessels flying the Stars and Stripes, according to reports from various ports along the north Atlantic

Major Baracca, the Leading Italian Ace



Major Baracca, the leading Italian ace, has brought down his thirty-second enemy plane, according to a recent dispatch from the front in Italy. Major Baracca was recently decorated with the gold military medal.

The attacks were made by two super-submersibles, and most of the vessels were bombed and sent to the bottom last Sunday, although it is known that two of the craft were destroyed prior to May 25. As far as known there has been no loss of life.

Chief interest today, aside from the coast patrol by airplanes and navy craft to prevent a possible recurrence of the raid, centered upon the fate of the 220 passengers and crew of 130 men of the Carolina.

The liner was attacked Sunday night when within 200 miles of Sandy Hook.

Cutters Seeking Boats.

The crew and passengers, in small boats, were reported 35 miles out to sea, headed for the New Jersey coast, and coast guard cutters are on their way to verify the report and pick up other survivors, if possible.

A revised list of the toll of the undersea raiders follow:

Steamer Texel of 3,210 gross tons, sunk off Cape May, N. J., May 28.

Schooner Jacob M. Haskell of Boston, sunk by shell fire Sunday off Barnegat, N. J.

Schooner Edward H. Cole of Boston, sunk by bombs 50 miles off Barnegat Sunday.

Tanker Herbert L. Pratt of Philadelphia, sunk off Cape Henlopen Sunday.

Schooner Isabel B. Wiley of Bath, Me., sunk off Barnegat.

Schooner Edna of Machias, Me., picked up as a derelict off Cape May, N. J., May 26.

Schooner Hattie Dunn of Thomaston, Me., destroyed as a derelict May 29 off Winter Quarter Shoal lightship.

Schooner Hauppauge of New York, sunk 25 miles off Barnegat, May 28.

Steamship Winneconne, sunk off Cape May, May 26.

Steamer Carolina, sent wireless calls for help while being shelled by a submarine Sunday evening when off Sandy Hook.

U-151 Did the Job.

New York, June 5.—The German U-151, which is known to have sunk at least ten ships in American waters, left Kiel on April 20, under orders to cruise off the coast of the United States destroying vessels until August, according to information supplied by the submarine's engineer to Enoch Baker, a seaman from the sunken ship Edna, who was a prisoner on the undersea boat.

Is Super-Dreadnaught.

The U-151 is a super-dreadnaught craft, 350 feet in length, carrying two six-inch guns, fore and aft, according to reports made to the United States shipping commissioner by American seamen who were prisoners on the submarine.

The former "prisoners"—58 in number—were brought to port by a British steamship. They comprised the crews of the schooners Edna and Hattie Dunn and the steamship Winneconne, all of which had fallen victims to the raider.

U-Boats Sow Mines.

Washington, June 5.—The German submarines now operating off the Atlantic coast are sowing American waters with mines as well as attacking shipping with bombs and shell fire. Officials of the navy department announced that an American mine sweeper had picked up a mine off the Delaware capes. Immediately the information came in redoubled efforts were ordered on all mine sweepers that are combing the Atlantic coastal waters.

90 of Every 100 Wounded Recover.

Paris.—Ninety of every hundred American soldiers wounded in the Cantigny battle will recover. This is the judgment of the principal surgeons in the American Army Medical Corps, which is caring for them. The wounded were brought away from the fighting line without delay when the battle was at its bitterest.